C. R. S. App. F. IX-4]

1942-3

W **File No.** 262-42

Previous References.

(War)

Serial Nos. 1 to 4.

Later References.

W 245-44-Pts 4

(P-28)

GENERAL AND REVENUE SECRETARIAT

Serial Nos. Four only

Part B for August 1943.

SUBJECT.

Use of civil transport vehicles in connection with defence.

K.V. Krishnan
29.8.43.

1712/W

Use of Civil transport Vehicles in connection with defence

From

The Secy to the Hon'ble the Resident

R.F. 401-42/ dated 29th Nov. 42 forwarding a Copy of War Transport Deptl letter to the Provincial Govt stating that the scheme outlined therein should be introduced in the Mysore State with the C.T. Motor and Mysore State operating as one unit.

(1) Govt have recently constituted a H.S. Transport Board for the Mysore State and the Secy Traffic Board is the Secretary to the above Board also. The Resy considers that the scheme outlined in the War Transport Deptl letter should be introduced in the Mysore State with the C.T. Motor and Mysore State operating as one unit and suggests the appointment of a Provincial Transport Officer, working as Controller for both the areas. The letter further states that the Hon'ble the Resident has in mind an officer who he considers is admirably suited for the job and whom he feels sure this Govt would welcome. This question may perhaps be considered by the Traffic Board. Subject (R.T. Secretary) for perusal and orders.

(2) Copies of the letter of 14.6.1942 may also be called for and the scheme more clearly explained. The question discussed may be (Law Secretary (Transport))

(3) [illegible]

(4) [illegible] 5-12-42

(5) The Civil requirements of the State being very large spread over a wide

OFFICE OF THE MINISTER FOR LAW
DEC 5 1942
No. 4921/6

867
3.-
OFFICE OF THE MYSORE.
SECY. LAW DEPT.
GOVT OF MYSORE

OFFICE OF THE
MINISTER FOR LAW
DEC 14 1942
No. 5250

4926
L-M.

area, it is we that should appoint the Dy C
Control Officer, liaison being maintained by him
with C Stn Station with the military authorities.
The Res's letter apparently looks at an appointment
by the Resident who will maintain liaison with
Mysore Govt & Mysore Traffic Board
This does not appear acceptable or workable.
Nor it would be necessary that however
our officer is a Mysore Govt officer just-
one from outside Mysore service or
Mysore State.

4373

OFFICE FOR MINISTER FOR LAW
DEC 1942
No 14716

Minister for H.R.
Secretariat Mysore Transportation Board
&
Dewan

(6) JVG 8/12

(7) MLL 9/12/42

(8) Will reply to this letter. If approved
accordingly will be sent to the Resident. The
Govt have no objection to the proposed
scheme but would like to appoint
their own officer as Provincial Transport Controller
for both the cities & C.M. Stn.

(9) Please draft reply for
(10) Submitted with a draft reply to the Resident.

(11)

11/12

(12) For approval before issue

(13)

14/12

2. Vide Pol. 12648 16th Dec. 42 to the Resident
2837-8 & 21st Dec. 42 from the Chief Secretary Board

3. From The Secy to G of I & Hon'ble the Resident No R.F. 401-42/Genl dt 19th Jan. 43 stating that Govt will agree to the appt of Mr Peel as Provincial Controller as if agreed to, suggesting a Meeting with Offrs concerned to work out the details of the Scheme.

15) Subd. for favour and orders with reference to orders in Paras 5 to 7 supra

(6) [illegible] 29/1

Secy (Genl)

17) If the selection is accepted, it is not known what the terms of appt will be as also the financial liabilities so far as the State is concerned.

Law Minister & Dewan 21/1/43

18) May be submitted to the Dewan

The Dewan 25/1

26/1

19) This may wait until we hear from the Resident again. The Resident told me today that he would consult the Military Authorities and let us know if in the circumstances any [illegible] the scheme need be adopted at all

[illegible] 27/1/43

DEFENCE'S OFFICE
29. JAN. 1943
No. 582

H. 201
20. JAN. 19[illegible]
GOVT OF MYSORE

RS 20/1 SC

OFFICE OF THE MINISTER FOR FINANCE & REVENUE
22 JAN 1943
No. 5356

2487/W

Use of Civil Transport vehicles in connection with Defence - Appt of Provincial Controller

Continuation Sheet. File No. Current No. Page.

From The Army to the Hon'ble the Prime Minister. RF. 401-43/part d 19th Feb. 43 regarding the favour you ever sought.

20) Kind reply is invited to the Secretary's minute dated Chair (9). Aide-de-Camp Raj has asked for a reply. Submitted for orders as to the reply to be sent, in view of the Secretary's minute

21) [illegible] 23/2

[illegible] 22) [illegible] 23/2

23) A draft reply may be put up on the lines of my minute

[illegible] 23/2/43

24) Submitted with a draft reply

25) [illegible] 24/2

[illegible] 26) [illegible] 24/2

27) [illegible] 26/2/43

28) [illegible] 26/2

To: Secretary to Govt. of India, Home Department (Political Branch) D.O. No. Pol. 17/2 dated 27th Feb. 43 to the Secretary

WD 1140—GPB—50,000—5-11-42

W 262-42-1

The reply to this communication should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

No.R.F.401-42/Judl. Ge (W & Treasuries

FROM

THE SECRETARY

TO THE HON'BLE THE RESIDENT IN MYSORE.

To The Chief Secretary to the Government of
His Highness the Maharaja of Mysore,
Bangalore.

CHIEF SECRETARY
2. DEC. 1942

Dated Bangalore, the 29 November *1942.*

Use of civil transport vehicles in connection with defence.

SIR,

I am directed to forward a copy of letter from the Government of India (War Transport Department) to Provincial Governments and Chief Commissioners, No.45-T(4)/42 dated the 4th August 1942, and to say that the Hon'ble the Resident considers that the scheme outlined therein should be introduced in the Mysore State with the Civil and Military Station and the Mysore State operating as one unit As the Government of Mysore are no doubt aware, the Mysore State is the only source of supply of civil transport here, and the scheme would have to be suitably adapted for introduction. There should, for instance, be one officer working as Provincial Transport Controller for both the areas, who would work in close liaison with the Mysore Government officers, the Mysore Traffic Board being consulted when necessary. The Hon'ble the Resident would be grateful for the agreement of the Government of Mysore to the introduction of the scheme at a very early date. It would seem that the strain on the present executive authority would, to a great extent, be reduced if one

officer

officer acted as Controller and co-ordinated all demands and issues. The Military authorities would welcome some such scheme and the Hon'ble the Resident has in mind an officer who he considers is admirably fitted for the job and whom he feels sure the Mysore Government would welcome.

I have the honour to be,
Sir,
Your most obedient servant,

SECRETARY TO THE RESIDENT.

ksln.

Copy of express letter No.45-T(4)/42, dated the 4th August 1942, from the Secretary to the Government of India, War Transport Department, New Delhi, to the Chief Secretaries of all Provincial Governments, etc.

Sub:- Use of civil transport vehicles in connection with Defence.

Reference

2. (1) The majority of Provincial Governments have accepted, and none has opposed, the proposals made in letter No.45-T(2)/42, dated the 14th April 1942, issued from the late Department of Communications. The Government of India regret the delay which has occurred in pursuing this matter. It is now necessary to bring the arrangements into force as soon as possible with certain minor modifications indicated in this letter.

(2) The essence of this scheme is the centralisation of control of motor transport in the Province in the hands of one officer, hereafter referred to as the Provincial Transport Controller to whom the demands of Defence Services and Central Departments will be intimated either specifically or in general terms by this Department. Delays in meeting local demands will undoubtedly tempt those requiring transport to overstate and ante-date their requirements and to "freeze" vehicles unnecessarily. To avoid this and to promote expedition, the Provincial Transport Controller should, it is suggested, be assisted by Regional Controllers exercising delegated authority under him.

(3) It would be impracticable for this Department to specify in detail all the demands which will from time to time arise. The object is to re-establish control of the civil transport authorities so as to ensure that the best use is made of all available vehicles, to prevent overloading, over-speeding and unnecessary wear and tear, and to ensure that this Department shall be able to obtain the information necessary for the discharge of its function. These functions include the arrangements of inter-Provincial transfer of vehicles as and when necessary; the provision, distribution and control of the use of vehicles and parts obtained on Lease/Lend; the securing, as far as possible, of an adequate supply of tyres for essential civil transport; the coordination of transport generally and in particular its use for the carriage of goods in relief of congested sections of railway.

(4) These objects will, it is believed, be served if this Department communicates specifically the heavier demands of Central Services and Departments; and arranges ~~~~ regular channels through which other demands, the nature of which will, as far as possible, be indicated in advance by this Department, shall be disposed of locally.

(5) In para 3 of Communications Department's letter of 14th April, 1942, it was proposed that all demands in connection with Defence, except small scale local hiring for military station transport, should be dealt with in the manner indicated. The requirements of all Central Services and Departments are more or less directly concerned with the prosecution of war. It has been found upon further examination that "small scale local hiring for military station transport" cannot be isolated and excepted. It follows that the arrangements now to be brought into force will extend to all demands of the Defence Services and Central Departments without exception.

3. (1) In accepting the proposals, the Government of Bengal have laid stress on two points to which they attach importance, viz:

(a)

(a) that "freezing" of vehicles by different authorities in anticipation of needs must cease, and

(b) that where demand for transport exceeds supply, there must be no local attempt to contest or modify the order of priorities indicated by this Department.

The Government of India entirely agree as to "freezing", and stringent instructions are being issued accordingly to all concerned neglect of which should be reported to this Department. The question of priorities is more difficult. However closely these may be defined, they should not be operated so rigidly as to totally deprive objects somewhat low in the list of all transport in order that those at the top should be served in full. Moreover, any system of priorities is bound to be influenced by local circumstances. It is therefore proposed that the Provincial Transport Controller should have power to use his discretion and to apply what may be called a local priority test where necessary; and that any general scheme of priorities should be subject to such special ~~xxxxxxx~~ instructions as the Central Government may issue from time to time with reference to a particular locality. It is proposed therefore that the Provincial Transport Controller shall have full power to make decisions, but that if he rejects wholly or in part a demand made by any competent authority on behalf of a Central Service or Department, that authority shall have the right to appeal to the Government of India.

(2) For the purposes of this letter it will be necessary to expand somewhat the scheme of Priorities, of which Provincial Governments are aware, laid down by the General Staff. An expanded statement for this purpose will follow shortly.

(3) It is clear that the work and responsibility of the Provincial Controllers will be considerable. The rationing of petrol and of tyres is very closely bound up with the general control which these officers will be required to exercise. In the discharge of their functions they will make decisions which will require the grant of temporary permits and the cancellation of other permits. It is desirable, as far as possible, therefore, that the Controller should be the Chairman of the Provincial Transport Authority and that the rationing of petrol and tyres should be under his control. But for some time at least, it is probable that the work involved will require the undivided attention of the officer concerned, and either the release of the present chairman of the Provincial Transport Authority from other duties, or the appointment of a special officer to work as Provincial Transport Controller in close collaboration with the Chairman of the Provincial Transport Authority. ~~xxxxxxxxxxxxxxx~~ The Government of India are already bearing the actual additional cost of the petrol rationing establishments. Any proposal for a revision of this arrangement consequent on the proposals contained in this letter should be made separately, but should not stand in the way of the early setting up of the organisation now suggested. It appears, however, that the work of the Regional Controllers will fall within the normal functions of the Secretaries of the Regional Transport Authorities, and that additional expenditure will not be necessary for the regional organisation.

(4) The Military Authorities intend to appoint liaison officers to keep Provincial Controllers in close touch with military demands. It may occasionally be necessary for other Central Departments to appoint their own liaison officers. These appointments will, it is believed, be welcomed by Provincial Governments as promoting coordination and better understanding of the difficulties on both sides.

4. The arrangements outlined in the following paragraphs will come into effect from the 1st September 1942.

5.

5. (1) All demands for the use of civil transport and personnel by or on behalf of the Central Government will be intimated to this Department specifically or in general terms, by General Headquarters, General Staff Branch, in the case of Defence Services, and by the Department concerned in other cases.

(2) These demands will be communicated by this Department to Provincial Governments, either --

(a) specifically as to numbers, time places and purpose as in the case of the lorry-group scheme for aerodrome construction; or

(b) generally in the form of intimation of current and probable requirements to be met, to the extent that the vehicles are available, on demand by an authorised officer of the Central Services or Departments.

(3) The most important present specific demand, which has already been specified in detail, is one supply of lorries for aerodromes. As indicated later in this letter, the requirements for the training of drivers will be dealt with separately. Other demands susceptible of detailed specification will be intimated from time to time. Provincial Governments are already aware of the nature of many of the other demands, for station transport, the requirements of the Supply Department and their contractors and so forth. A full statement of the purposes for which demands will arise will follow as soon as possible. In the meantime, its absence should not delay the initiation of the arrangements.

(4) Formally Military Commanders and competent officers of other Central Departments will, with the least possible delay now inform the Provincial Government of the designations, addresses and telephone numbers of the officers authorised to make demands under sub-para (2) (b) above. The Provincial Governments will likewise give Commands and local officers of other Departments similar information regarding the Provincial and Regional Transport Controllers to whom application should be made in different Regions and in different cases. Copies of the information mutually exchanged should be supplied to this Department.

(5) All officers so authorised to make demand for civil transport will, with the least possible delay, inform the appropriate Transport Controller of the numbers of vehicles of specified types* and capacity, drivers and other personnel, already hired or requisitioned by them, or otherwise held at their disposal, for example by Contractors and of the numbers --

(a) which are immediately required for current regular use,

(b) which are expected to be required intermittently, at what intervals and for how long on each occasion;

(c) which are expected to be required in certain eventualities or emergencies to be specified.

* The types to be specified are:-

1. Heavy duty dual rear wheel vehicles with goods bodies.
2. Heavy duty dual rear wheel vehicles with dual purpose bodies.
3. Light goods vehicles, delivery vans, etc.
4. Buses 20 seats and over (140 inch wheel base and over)
5. Buses less than 20 seats (less than 140 inch wheel base)
6. Cars and motor cars, 4-5- seats and over.
7. Baby and 2 seater cars.
8. Motor cycles with side cars.
9. Motor cycles without side cars.

The demands under (a) should, as far as possible, be met immediately and in full upon lapse of current contracts. The officers making the demands are being instructed to give the Controllers as long notice as possible of any subsequent substantial changes in their demand under (a), and to review and, if necessary revise their estimates under (b) and (c) at intervals to be mutually arranged with the Controllers, which should not normally exceed three months.

(6) As regards the requirements of the Provincial Governments, the Government of India emphasise the necessity of avoiding as far as possible the "freezing" of vehicles as for example for A.R.P. As large a proportion as possible of the vehicles which will be required in emergencies should be earmarked but ~~xxxx~~ released for other use until the emergency threatens.

(7) The Provincial Transport Controller will consolidate and coordinate these current and provisional demands of Central Services and Departments with those of Civil Defence, A.R.P., and essential general transport, and will make such dispositions and advance dispositions as may be necessary to meet them. Where the demands, current or provisional, exceed the supply, the Provincial Controller will, in consultation with local Military Commands and the chief representatives in the Province of other Central Departments, decide which demands must necessarily be scaled down, or modified as to the type of vehicle. Close co-operation will be necessary and it will be impressed upon all concerned that practically no Province has a surplus of heavy duty vehicles available for transfer. The officers authorised to demand transport vehicles are being instructed to accept, to the fullest extent possible, the advice which may be tendered by Transport Controllers regarding the more economical use of motor transport, the use of other forms and of vehicles run on producer gas. Transport Controllers will be entitled to satisfy themselves on these points.

(8) When, despite all adjustments, the demands for civil transport exceed the supply, they will be met as far as possible in accordance with the general scheme of priorities referred to in para 3 (1) above, Intra-Provincial movements of vehicles and personnel to meet varying demands will be arranged by the Provincial Transport Controller at the cost (to be determined by the Controller) of the office of the Service or Department for whom the transport is provided. Continued shortage of motor transport in any Province, despite the greatest possible use of other forms, will, as far as possible be made good by this Department by arranging transfers from other Provinces, but little relief, except possibly in the lighter types of buses and commercial vehicles can at present be looked for in this way.

6. (1) The direct demands for civil transport will be either -

(a) for voluntary hiring or requisition on hire, or

(b) for outright acquisition.

(2) No civil motor vehicle will be hired or requisitioned on hire for any Central purpose, except with the approval of the Provincial Controller, as may be necessary to meet demands made in accordance with the letter.

(3) No civil motor vehicle will be acquired outright for any Central Government purpose except -

(a) in the case of transport vehicles, other than motor cabs and delivery vans, under the general or specific orders of this Department,

(b) in the case of other vehicles under the orders of the Supply Department.

7. (1) No fresh contract for hiring transport vehicles and no fresh contract of carriage in motor vehicles, by or on behalf of any Central Service or Department will be entered into without the approval of the Provincial or Regional Transport Controller. Military Commands and local officers of other Central Departments will give the Provincial or Regional Transport Controller immediate notice of the impending termination of any contract and of their transport requirements thereafter.

(2) The question of hiring vehicles for the training of drivers is a difficult and complicated one, which greatly concerns some Provinces while others are not affected. A separate letter is therefore being addressed to Provincial Governments on this matter.

(3) Dislocation of existing arrangements before others can be substituted must be avoided, and where the Transport Controller concerned is not in a position to suggest any change or modification that can be put into effect immediately, he will have to limit his function under sub-para (2) above to a request for renewal of the contract only for such a period as may be necessary to enable him to suggest other practicable arrangements.

(4) The terms and conditions of voluntary hiring, or requisition on hire, will be determined by the Provincial Transport Controller in consultation with the officer concerned and with regard to the following considerations. It is highly desirable that the terms should be as uniform as possible throughout the Province for similar types of vehicles employed on similar classes of work. The rates specified in the Communications Department's lorry group scheme for aerodrome construction may be taken as a general guide as to the adequate remuneration of the owners and drivers, having regard to the arduous nature of that work on the one hand, and, on the other, to the fact that under that scheme petrol, lubricants, tyres, repairs and spare parts are paid for separately. For ordinary transport purposes, a more simple system of rates is desirable, such as, payment per lorry mile with a guaranteed weekly minimum, or payment per maund mile subject to maximum loading not greater than the legal load of the vehicle. Where the lorry group scheme for aerodrome construction has worked satisfactorily, the co-operative principles of that scheme, but with a simplified system of payment, might be adopted. In every case, it will be necessary to secure the maximum use of the transport hired and the element of bonus should if possible, and where necessary, be introduced. As control is re-established, it should be possible to effect progressive improvements in the arrangements for hiring, and, for this reason, contracts should as a rule be relatively short-term.

8. (1) There remain the many cases of indirect use of transport vehicles by firms engaged in various forms of munitions and other war supplies, in terminal transport from railways or at ports, and by I.A.F.S. and Public Works contractors. In the first two cases, employment is generally regular and stable and no interference should normally be necessary unless, of course, the number of vehicles has to be reduced to meet a demand of higher priority. It is understood, however, that the Transport Controllers are entitled to demand full information as to the numbers and types of vehicles employed and as to the extent to which they are being used. They will also be entitled to demand information that may be necessary for them to decide whether other forms of transport cannot be used, wholly or in part, and whether the vehicles in question cannot be fitted with producer gas plants. The

importance

importance of war supplies is evident, and Transport Controllers will doubtless bear this in mind. They should be instructed that in cases where mutual agreement cannot be reached and they still find it necessary to reduce the numbers of vehicles employed or to reduce the petrol ration, they should, in important cases, at the time of communicating their decision to the officer concerned, report to this Department, by express letter or telegram, the proportionate reduction made, the reasons therefor and the work affected.

(2) The cases of works contractors are complicated. The more general one is where the contract is for completed work, and the contractor has made his own arrangements for transport. This is on a par with the two more or less stable cases referred to in the preceding sub-paragraphs.

(3) In other cases, and apart from this Department's lorry-group scheme for aerodromes, a Government Department may itself have entered into contracts for the supply of vehicles to be used by works contractors. In such cases, the contracts must be allowed to expire in the normal way. The fresh contracts will be subject to the concurrence of the Provincial Transport Controller.

9. In all these cases, control can now be recovered, if lost and retained by insistence, where necessary, on the vehicles being covered by permits under chapter IV of the Motor Vehicles Act, 1939. As will be seen from Communications Department's express letter No.117-T(1)/42, dated the 30th May 1942, permits can now be cancelled at any time and temporary permits can be granted for any period. Vehicles owned by Government, as in the case of those actually bought by the Central Public Works Department for aerodrome construction, are exempt under section 42(3)(a) of the Motor Vehicles Act. For the rest, while section 42(3)(f) of the Motor Vehicles Act gives power to provide by rule for the exemption of others, it is suggested that, as a general rule, exemption is undesirable as tending to undermine control. If in certain cases the fees for permits are pitched at a level inappropriate to transitory employment of vehicles for certain purposes, the Provincial Government will doubtless consider the desirability of amending the relevant rules under the Act.

10. (1) For expedition in the disposal of business, it is suggested that Provincial Governments should agree to correspondence being carried on directly between this Department and Provincial Transport Controllers, a copy of all letters exchanged being endorsed to the Provincial Government at the same time. Correspondence on matters of policy will, of course, be addressed to the Provincial Government.

(2) It is ~~xxxxxxx~~ requested that the names and addresses of the Provincial and Regional Transport Controllers be communicated to this Department as soon as possible, and that the Provincial Controllers be instructed to furnish to this Department direct such information as may from time to time be called for.

Appendix F G—1]

SUBJECT .....

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.....

Diary No. of letter replied to.....

General and Revenue Secretariat

( )

the *19*

Date of issue 16. 12. 1942

Signed by Mr S. K. Y.

List of enclosures.....

Copied by .....

Examined by .....

Section War

File No. 262-42

Serial No. 2.

No. Pol/1264

To The Secy to Govt Home & Revenue Dept

Use of Govt Transport Vehicles in connection with defence.

Sir,

With reference to your letter No R.F 401-42/ Genl dated 29th Nov. 42 on the above subject. I am directed to state that Govt are agreeable to the introduction of the scheme outlined therein in the Mysore State, and to the Mysore State H/Q C & M Staff operating as one unit. They also have an organisation of one officer ~~who~~ work as Provincial Transport Controller.

for both areas. // As regards the
appointment of the officer I am to state
that the civil requirements
of the State are very large and are
spread over a wider area as
Consequently it is necessary and
desirable that the officer should be
officials of the Mysore Govt and
Controlled by them. Liaison
being maintained by him with
the C of M's Govt and Military authorities.

I have the

Yours
Memo No. 2837-38/W (Encls four) Chief Secy to Govt dated 21st December 1942
C/S to GOC with a copy of
Regd letter Enclosures
to Secy Transport Bd

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

General and Revenue Secretariat.

Dated Bangalore, 15th December 1942.

No. Pol 1264

From

The Chief *Secretary to the Government of His Highness the Maharaja of Mysore.*

To

The Secretary to the Hon'ble the Resident in Mysore,
Bangalore.

Sir,

Use of Civil Transport Vehicles in connection with Defence

With reference to your letter No.H.F.401-42/Judl. dated 29th November 1942 on the above subject, I am directed to state that the Government are agreeable to the introduction of the scheme outlined therein in the Mysore State, and to the Mysore State and the Civil and Military Station operating as one unit. They have also no objection to one officer working as Provincial Transport Controller for both areas.

As regards the appointment of the officer, I am to state that the Civil requirements of the State are very large and are spread over a wide area and consequently it is necessary and desirable that the officer should be appointed by the Mysore Government and controlled by them, liaison being maintained by him with the Civil and Military Station and the Military authorities.

I have the honour to be,
Sir,
Your most obedient servant,

for Chief Secretary to Government.

Aga/4.

Copy of letter No.R.F.401-42/Judl. dated 29th November 1942 from the Secretary to the Hon'ble the Resident in Mysore to the Chief Secretary to the Government of Mysore.

Use of civil transport vehicles in connection with defence.

I am directed to forward a copy of letter from the Government of India (War Transport Department) to Provincial Governments and Chief Commissioners, No.45-T(4)/42 dated the 4th August 1942, and to say that the Hon'ble the Resident considers that the scheme outlined therein should be introduced in the Mysore State with the Civil and Military Station and the Mysore State operating as one unit. As the Government of Mysore are no doubt aware, the Mysore State is the only source of supply of civil transport here and the scheme would have to be suitably adapted for introduction. There should, for instance, be one officer working as Provincial Transport Controller for both the areas, who would work in close liaison with the Mysore Government Officers, the Mysore Traffic Board being consulted when necessary. The Hon'ble the Resident would be grateful for the agreement of the Government of Mysore to the introduction of the scheme at a very early date. It would seem that the strain on the present executive authority would to a great extent, be reduced if one officer acted as Controller and co-ordinated all demands and issues. The Military authorities would welcome some such scheme and the Hon'ble the Resident has in mind an officer who he considers is admirably fitted for the job and whom he feels sure the Mysore Government would welcome.

Copy of express letter No.45-T(4)/42, dated the 4th August 1942, from the Secretary to the Government of India, War Transport Department, New Delhi, to the Chief Secretaries of all Provincial Government, etc.,

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Sub:- Use of civil transport vehicles in connection with Defence.

Reference

2. (1) The majority of Provincial Governments have accepted, and none has opposed, the proposals made in letter No.45-T(2)/42, dated the 14th April 1942, issued from the late Department of Communications. The Government of India regret the delay which has occurred in pursuing this matter. It is now necessary to bring the arrangements into force as soon as possible with certain minor modifications indicated in this letter.

(2) The essence of this scheme is the centralisation of control of motor transport in the Province in the hands of one officer, hereafter referred to as the Provincial Transport Controller to whom the demands of Defence Services and Central Departments will be intimated either specifically or in general terms by this Department. Delays in meting local demands will undoubtedly tempt these requring transport to overstate and ante-date their requirements and to "freeze" vehicles unnecessarily. To avoid this and to promote expedition, the Provincial Transport Controller should, it is suggested, be assisted by Regional Controllers exercising delegated authority under him.

(3) It would be impracticable fot this Department to specify in detail all the demands which will from time to time arise. The object is to re-establish control of the civil transport authorities so as to endure that the best use is made of all available vehicles, to prevent overloading, over-speeding and unnecessary wear and tear, and to ensure that this Department shall be able to obtain the information necessary for the discharge of its function. These functions include the arrangements of inter-Provincial transfer of vehicles as and when necessary; the provision, distribution and control of the use of vehicles and parts obtained on Lease/Lend; the securing, as far as possible, of an adequate supply of tyres for essential civil transport; the coordination of transport generally and in pargicular its use for the carriage of goods in relief of congested sections of railway.

(4) These objects will, it is believed, be served if this Department communicates specifically the heavier demands of Central Services and Departments; and arranges regular channels through which other demands, the nature of which will, as far as possible, be ~~indicated~~ indicated in advance by this Department, shall be disposed of locally.

(5) In para 3 of Communications Department's letter of 14th April, 1942, it was proposed that all demands in connection with Defence, except small scale local hiring for military station transport, should be dealt with in the manner indicated. The requirements of all Central Services and Department are more or less directly concerned with the prosecution of war. It has been found upon further examination that "small scale local hiring for military station transport" cannot be isolated and excepted. It follows that the arrangements now to be brought into force will extend to all demands of the Defence Services and Central Departments without exception.

3. (1) In accepting the proposals, the Government of Bengal have laid stress on two points to which they attach importance, viz:

(a) that "freezing" of vehicles by different authorities in anticipation of needs must cease, and

(b) that where demand for transport exceeds supply there must be no local attempt to contest or modify the order of priorities indicated by this Department.

The Government of India entirely agree as to "freezing", and stringent

instructions

instructions are being issued accordingly to all concerned neglect of which should be reported to this Department. The question of priorities is more difficul However closely these may be defined, they should not be operated so rigidly as to totally deprive objects somewhat low in the list of all transport in order that those at the top should be served in full. Moreover, any system of priorities bound to be influenced by local circumstances. It is therefore proposed that the Provincial Transport Controller should have power to use his discretion and to apply what what may be called a local priority test where necessary; and that any general scheme of priorities should be subject to such special instructions as the Central Government may issue from time to time with reference to a particular locality. It is proposed therefore that the Provincial Transport Controller shall have full power to make decisions, but that if he rejects wholly or in part a demand made by any competent authority on behalf of a Central Service or Department, that authority shall have the right to appeal to the Government of India.

(2) For the purposes of this letter it will be necessary to expand somewhat the scheme of Priorities, of which Provincial Governments are aware, laid down by the General Staff. An expanded statement for this purpose will follow shortly.

(3). It is clear that the work and responsibility of the Provincial Controllers will be considerable. The rationing of petrol and of tyres is very closely bound up with the general control which these officers will be required to exercise. In the discharge of their functions they will make decisions which will require the grant of temporary permits and the cancellation of other permits. It is desirable, as far as possible, therefore, that the Controller should be the Chairman of the Provincial Transport Authority and that the rationing of petrol and tyres should be under his control. But for some time at least, it is probable that the work involved will require the undivided attention of the officer concerned, and either the release of the present Chairman of the Provincial Transport Authority from other duties, or the appointment of a special officer to wo as Provincial Transport Controller in close collaboration with the Chairman of the Provincial Transport Authority. The Government of India are already bearing the actual additional cost of the petrol rationing establishments. Any proposal for a revision of this arrangement consequent on the proposals contained in this letter should be made separately, but should not stand in the way of the early setting up of the organisation now suggested. It appears, however, that the work of the Regional Controllers will fall within the normal functions of the Secretaries of the Regional Transport Authorities, and that additional expenditure will not be necessary for the regional organisation.

(4) The Military Authorities intend to appoint liaison officers to keep Provincial Controllers in close touch with military demands. It may occasionally be necessary for other Central Departments to appoint their own liaison Officers. These appointments will, it is believed, be welcomed by Provincial Governments as promoting coordination and better understanding of the difficulties on both sides.

4. The arrangements outlined in the following paragraphs will come into effect from the 1st September 1942.

5. (1) All demands for the use of civil transport and personnel by or on behalf of the Central Government will be intimated to this Department specifically or in general terms, by General Headquarters, General Staff Branch, in the case of Defence Services, and by the Department concerned in other cases.

(2) These demands will be communicated by this Department to Provincial Governments, either

(a) specifically as to numbers, time places and purpose as in the case of the Army-Air scheme for aerodrome construction or
(b) generally in the form of intimation of current and probable requirements to be met, to the extent that the vehicles are available, on demand by an authorised officer of the Central Services or Departments.

(3) The most important present specific demand, which has already been specified in detail, is the supply of lorries for aerodromes. As indicated later in this letter, the requirements for the training of drivers will be dealt with separately. Other demands susceptible of detailed specification will be intimated from time to time. Provincial Governments are already aware of the nature of many of the other demands, for station transport, the requirements of the supply Department and their contractors and so forth. A full statement of the purposes for which demands will arise will follow as soon as possible. In the meantime, its absence should not delay the initiation of the arrangements.

(4) Normally Military Commands and competent officers of other Central Department will, with the least possible delay now inform the Provincial Government of the designations, addresses and telephone numbers of the officers authorised to make demands under sub-para (2) (b) above. The Provincial Governments will likewise give Commands and local officers of other Departments similar information regarding the Provincial and Regional Transport Controllers to whom application should be made in different Regions and in different cases. Copies of the information mutually exchanged should be supplied to this Department.

(5) All officers so authorised to make demands for civil transport will, with the least possible delay, inform the appropriate Transport Controller of the numbers of vehicles of specified types* and capacity, drivers and other personnel, already hired or requisitioned by them, or otherwise held at their disposal, for example by Contractors and of the numbers --

(a) which are immediately required for current regular use,

(b) which are expected to be required intermittently, at what intervals and for how long on each occasion;

(c) which are expected to be required in certain eventualities or emergencies to be specified.

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* The types to be specified are:-

1. Heavy duty dual rear wheel vehicles with goods bodies.
2. Heavy duty dual rear wheel vehicles with dual purpose bodies.
3. Light goods vehicles, delivery vans, etc.
4. Buses 20 seats and over (140 inch wheel base and over).
5. Buses less than 20 seats (less than 140 inch wheel base).
6. Cars and motor cars, 4-5 seats and over.
7. Baby and 2 seater cars.
8. Motor cycles with side cars.
9. Motor cycles without side cars.

The demands under (a) should, as far as possible, be met immediately and in full upon lapse of current contracts. The officers making the demands are being instructed to give the Controllers as long notice as possible of any subsequent substantial changes in their demand under (a), and to review and, if necessary revise their estimates under (b) and (c) at intervals to be mutually arranged with the Controllers, which should not normally exceed three months.

(6) As regards the requirements of the Provincial Governments, the Government of India emphasise the necessity of avoiding as far as possible the "freezing" of vehicles as for example for A.R.P. As large a proportion as possible of the vehicles which will be required in emergencies should be earmarked but released for other use until the emergency threatens.

(7) The Provincial Transport Controller will consolidate and coordinate these current and provisional demands of Central Services and Department with those of Civil Defence, A.R.P., and essential general transport, and will made such dispositions and advance dispositions as may be necessary to meet them.

P.T.O.

where the demands, current or provisional, exceed the supply, the Provincial Controller will, in consultation with local Military Commands and the chief representatives in the Province of other Central Departments, decide which demands must necessarily be scaled down, or modified as to the type of vehicle. Close co-operation will be necessary and it will be impressed upon all concerned that practically no province has a supply of heavy duty vehicles available for transfer. The officers authorised to demand transport vehicles are being instructed to accept, to the fullest extent possible, the advice which may be tendered by Transport Controllers regarding the more economical use of motor transport, the use of other forms and of vehicles run on producer gas. Transport Controllers will be entitled to satisfy themselves on these points.

(8) When, despite all adjustments, the demands for civil transport exceed the supply, they will be met as far as possible in accordance with the general scheme of priorities referred to in para 3 (1) above. Intra-Provincial movements of vehicles and personnel to meet varying demands will be arranged by the Provincial Transport Controller at the cost (to be determined by the Controller) of the office of the Service or Department for whom the transport is provided. Continued shortage of motor transport in any Province, despite the greatest possible use of ~~xhax~~ other forms, will, as far as possible be made good by this Department by arranging transfers from other provinces, but little relief, except possibly in the lighter types of buses and commercial vehicles can at present be looked for in this way.

6. (1) The direct demands for civil transport will be either -

(a) for voluntary hiring or requisition on hire, or,
(b) for outright acquisition.

(2) No civil motor vehicle will be hired or requisitioned on hire for any Central purpose, except with the approval of the Provincial Controller, as may be necessary to meet demands made in accordance with the letter.

(3) No civil motor vehicle will be acquired outright for any Central Government purpose except -

(a) in the case of transport vehicles, other than motor cabs and delivery vans, under the general or specific orders of this department,
(b) in the case of other vehicles, under the orders of the Supply Department.

7. (1) No fresh contract for hiring transport vehicles and no fresh contract of carriage in motor vehicles, by or on behalf of any Central Service or Department will be entered into without the approval of the Provincial or Regional Transport Controller. Military Commands and local officers of other Central Departments will give the Provincial or Regional Transport Controller immediate notice of the impending termination of any contract and of their transport requirements thereafter.

(2) The question of hiring vehicles for the training of drivers is a difficult and complicated one, which greatly concerns some Provinces while others are not affected. A separate letter is therefore being addressed to Provincial Governments on this matter.

(3) Dislocation of existing arrangements before others can be substituted must be avoided, and where the Transport Controller concerned is not in a position to suggest any change or modification that can be put into effect immediately, he will have to limit his function under sub-para (1) above to a request for renewal of the contract only for such a period as may be necessary to enable him to suggest other practicable arrangements.

(4) The terms and conditions of voluntary hiring, or requisition on hire, will be determined by the Provincial Transport Controller in consultation with the officer concerned and with regard to the following considerations. It is highly

~~desirable~~
desirable

desirable that the terms should be as uniform as possible throughout the Province for similar types of vehicles employed on similar classes of work. The rates specified in the Communications Department's lorry group scheme for aerodrome construction may be taken as a general guide as to the adequate remuneration of the owners and drivers, having regard to the arduous nature of that work on the one hand, and, on the other, to the fact that under that scheme petrol, lubricants, tyres, repairs and spare parts are paid for separately. For ordinary transport purposes, a more simple system of rates is desirable, such as, payment per lorry mile with a guaranteed weekly minimum, or payment per maund mile subject to maximum loading not greater than the legal load of the vehicle. Where the lorry group scheme for aerodrome construction has worked satisfactorily, the cooperative principles of that scheme, but with a simplified system of payment, might be adopted. In every case, it will be necessary to secure the maximum use of the transport hired and the element of bonus should if possible, and where necessary, be introduced. As control is re-established, it should be possible to effect progressive improvements in the arrangements for hiring, and, for this reason contracts should as a rule be relatively short-term.

8. (1) There remain the many cases of indirect use of transport vehicles by firms engaged in various forms of munitions and other war supplies, in terminal transport from railways or at ports, and by M.E.S. and Public Works contractors. In the first two cases, employment is generally regular and stable and no interference should normally be necessary unless, of course, the number of vehicles has to be reduced to meet a demand of higher priority. It is understood, however, that the Transport Controllers are entitled to demand full information as to the number and types of vehicles employed and as to the extent to which they are being used. They will also be entitled to demand information that may be necessary for them to decide whether other forms of transport cannot be used, wholly or in part, and whether the vehicles in question cannot be fitted with producer gas plants. The importance of war supplies is evident, and Transport Controllers will doubtless bear this in mind. They should be instructed that in cases where mutual agreement cannot be reached and they still find it necessary to reduce the numbers of vehicles employed or to reduce the petrol ration, they should, in important cases, at the time of communicating their decision to the officer concerned, report to this Department, by express letter or telegram, the proportionate reduction made, the reasons therefor and the work affected.

(2) The cases of works contractors are complicated. The more general one is where the contract is for completed work, and the contractor has made his own arrangements for transport. This is on a par with the two more or less stable cases referred to in the preceding sub-paragraphs.

(3) In other cases, and apart from this Department's lorry-group scheme for aerodromes, a Government Department may itself have entered into contracts for the supply of vehicles to be used by works contractors. In such cases, the contracts must be allowed to expire in the normal way. The fresh contracts will be subject to the concurrence of the Provincial Transport Controller.

9. In all these cases, control can now be recovered, if lost and retained by insistence, where necessary, on the vehicles being covered by permits under chapter IV of the Motor Vehicles Act, 1939. As will be seen from Communications Department's express letter No.117-T(1)/42, dated the 30th May 1942, permits can now be cancelled at any time and temporary permits can be granted for any period. Vehicles owned by Government, as in the case of those actually bought by the Central Public Works Department for aerodrome construction, are exempt under section 42(3)(a) of the Motor Vehicles Act. For the rest, while section 42 (3)(f) of the Motor Vehicles Act gives power to provide by rule for the exemption of others, it is suggested that, as a general rule, exemption is undesirable as tending to undermine control. If in certain cases the fees for permits are pitched at a level inappropriate to transitory employment of vehicles for certain purposes, the Provincial Government will doubtless consider the desirability of amending the relevant rules under the Act.

10. (1) For expedition in the disposal of business, it is suggested that Provincial Governments should agree to correspondence being carried on directly

between

this Department and Provincial Transport Controllers, a copy of all letters exchanged being endorsed to the Provincial Government at the same time. Correspondence on matters of policy will, of course, be addressed to the Provincial Government.

(2) It is requested that the names and addresses of the Provincial and Regional Transport Controllers be communicated to this Department as soon as possible, and that the Provincial Controllers be instructed to furnish to this Department direct such information as may from time to time be called for.

CONFIDENTIAL. W 262-42-3

No.R.F.401-42/Judl.

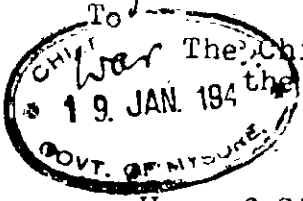
2211/W

From

The Secretary to the Hon'ble the Resident in Mysore.

To

The Chief Secretary to the Government of Mysore.



Bangalore, 19th Jany 194

War

Use of Civil Transport vehicles in connection with Defence.

Sir,

With reference to paragraph 2 of your letter No.Pol.1264/W, dated the 16th December 1942, I am directed to say that the officer whom the Hon'ble the Resident has in mind and who, he considers, will do admirably for the post of Provincial Controller is Mr.Peel. He has all the experience and knowledge of conditions in the State, as well as the leisure and capacity to do the job thoroughly. The Hon'ble the Resident hopes that the Government of Mysore will agree to the appointment of Mr.Peel as Provincial Controller.

2. If the Government of Mysore agree to the appointment, it is suggested

suggested that a meeting at which the Inspector General of Police Mysore, the Commissioner of Police, Civil and Military Station, Mr. Peel and a military officer will be invited to be present be held very soon in order to work out the details of the scheme to be brought into force in the State and the Station.

I have the honour to be,
Sir,
Your most obedient servant,

SECRETARY TO THE RESIDENT.

Tcn.

CONFIDENTIAL. 2487 W

No.RF.401-42/Judl.

From The Secretary to the Hon'ble the Resident in Mysore
To The Chief Secretary to the Government of
His Highness the Maharaja of Mysore.

Dated Bangalore, 19th Feby. 1943.

Use of Civil Transport Vehicles
in connection with Defence.

Sir,

I am directed to refer to my letter No.RF.401-42/Judl., dated the 19th January 1943, and to request the favour of an early reply.

I have the honour to be,
Sir,
Your most obedient servant,

SECRETARY TO THE RESIDENT.

BJ

W 262-42-4

D.O. No. 1712 Subject:- Use of civil Transport vehicles in connection with Defence.

Dear Mr. Egerton,

With reference to your letter No:R.F.401-42/Judl. dated the 19th January 1943 on the above subject, I am desired to state that the Hon'ble the Resident was pleased to say that he would consult the Military Authorities and let know if in the circumstances now existing the scheme need be adopted at all ~~and that therefore~~ the consideration of the question has been deferred pending a further communication from you in the matter.

in the course of a talk with the Dewan.

Yours Sincerely,

24/2

W. le B. Egerton, Esq., I.C.S.,
Secretary to the Hon'ble the
Resident in Mysore,
Bangalore.

S/9.